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# INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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COUNTRY USSR

REPORT

SUBJECT Town, Military, and Air Information  
on Soviet Cities ( )<sub>TE</sub>

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

reports on various towns in the USSR, which include the following information:

- a. Baku. Sketch map which identifies 36 points, including military and air installations.
- b. Balkhash. A few details on the copper smelting combine and Nonferrous Metals Processing Plant No. 17. a concrete runway for TU-104s was to be constructed at the civilian airfield, but as of March 1959, no work had been started.
- c. Kustanay. Industrial installations. Airfields, Air Force schools, and camps at Kustanay, Federovka, and Zatabolsk. Sketch of Kustanay covering 23 points.
- d. Leningrad. Construction of apartment house for scientists in Leningrad. The building was completed in 1955 and occupied by scientists employed in secret military plants and institutions.
- e. Novogradok. Industries, schools, and military camps. Sketch of the town mainly locating streets.
- f. Panevezys. Sketch map locating 75 points, including repair shops for V-2 training aircraft.
- g. Stanislav. Information on street names, explosives stores, and airfields.
- h. Sianliai. A few details on industrial, air, and military installations.

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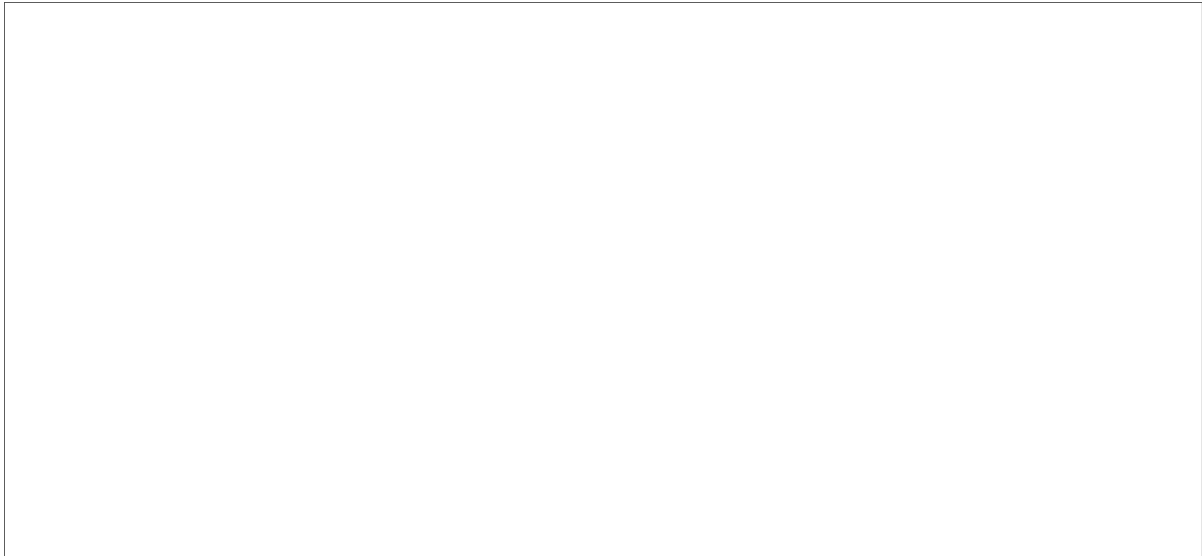
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COUNTRY: USSR (Azerbaijan SSR)

SUBJECT: Sketch-Map of Baku

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The following is the legend to the attached sketch-map of Baku:

1. Military District Hospital No. 509
2. Military camp housing AA units of the Baku PVO District Headquarters
3. Water reservoir (Vodokhranilishche)
4. Semashko Republican Hospital. This hospital was used for

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clinical training of students from the Azerbaydzhan Medical Institute. [redacted] it contained 3,000 beds.

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5. Candy factory (Konditerskaya Fabrika), which employed about 1,000 workers.
6. City hospital (Gor. Bolnitsa), with 800 beds.
7. Baku PVO District Headquarters (Shtab Bakinskogo Okruga PVO). Until 1953 it was occupied by the headquarters of an air force army that was subordinate to the Transcaucasian Military District.
8. Baku PVO District rear echelons headquarters.
9. Mamedyarova Quarter post office
10. Radar station with a P-8 antenna
11. Molotov Automobile Repair Plant (Avtorem Zavod Im. Molotova)
12. Naval hospital (Voenno Morskoy Gospital), with 200 beds.
13. Republican railroad directorate
14. Inter-urban electric railroad station (Bakinskaya Elektrichka).
15. Azibekov Petroleum Institute (Institut Neftyanoy Promishlenosti Im. Azibekova).
16. Grain mills and stores.
17. Government House (Dom Pravitelstva), erected after World War II.
18. Food processing plant.
19. City garrison commandant's office (Komendantura Goroda)

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20. Republican Militia Directorate
21. Main post office (Glav Pochta)
22. Telephone exchange (Peregovornaya Stantsya)
23. Gosbank.
24. Marine College (Bakinskoye Morekhnodnoye Uchilishche)
25. Bakinski Rabochi newspaper press
26. TU council.
27. Supreme Court of the Republic
28. Monolit, block of apartment houses, seven or eight stories
29. Republican Academy of Sciences
30. Supreme Soviet Of Azerbaydhan SSR (Verkh. Sovet Azer. SSR)
31. Baku University (Bakinski Universitet)
32. Gorispolkom
33. Republican military commissariat (Voenkomat)
34. Republican Party CC (Ts.K. Partii Azer. SSR)
35. Republican Komsomol CC (Ts.K. Komsomola Azer. SSR)
36. TV transmitter. It originally transmitted to Baku and Krasnovodsk. In 1956 it was connected to Tbilisi and Yerevan, and by the end of 1959 it was to have been connected to Kiev.

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COUNTRY: USSR (Kazakh SSR)

SUBJECT: Miscellaneous Information on Balkhash

1. Balkhash [N 46-49, E 75-00], a rayon center in the Karaganda Oblast, had a population of 50,000-60,000, most of whom were Russians and Kazakhs. All the industrial plants in Balkhash were subordinate to the Sovnarkhoz in Karaganda. The following were the town's main industrial enterprises, the first three being the largest:

a. Copper Smelting Combine (Balkhashskiy Medoplavitel'niy Kombinat).

b. Nonferrous Metals Processing Plant No. 517 (Zavod Po Obrabotke Tsvetnikh Metalov No. 517).

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- c. Meat and Fish Canning Combine (Balkhashskie Ribo-Konservniy Kombinat).
- d. Locomotive Repair Plant (Parovoznoye Depo).
- e. Rolling Stock Repair Plant (Vagonnoye Depo)
- f. Brick Factory No. 1 and Brick Factory No. 2 (Kirpich-niye Zavody)
- g. Timber Processing Plant (Derevo-Obdelochniy Zavod).
- h. Reinforced Concrete Products Plant (Zhel-Betonniy Zavod).
- i. Small shipyard for boat and tug repairs (Sudo-Remont-niye Masterskiye).

The Copper Smelting Combine and the Nonferrous Metals Processing Plant, taken together, employed more than half the town's population.

2. The town of Balkhash was undergoing continuous development and it suffered from a permanent labor shortage. The development mainly consisted of the construction of apartment houses and the expansion of the Copper Smelting Combine and the Nonferrous Metals Processing Plant. The construction work had been undertaken by a large building concern (Stroy-Trest) which was directly subordinate to the All-Union Ministry of Construction in Moscow (Ministerstvo Stroitelstva SSR).

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3. Until its extensive expansion in 1957, the Copper Smelting Combine had only factory (Zavod) status. This combine was located on the shores of Lake Balkhash, about four kilometers from the town center. Access to the plant was by means of an asphalt road, which was an extension of the town's main street, Prospekt Lenina. The plant extended about three kilometers along either side of the road. It was enclosed by a brick wall, two meters high, topped by barbed wire. In addition to employing many thousands of local employees, the plant also took on for certain periods large groups of Chinese engineers and workers. The following was known on the plant's departments:

a. The ore smelting department (Medoplavitel'nyi Tsekh) occupied the tallest of the Combine's buildings, its height being equal to that of a 10-12 story structure. The building had three stacks, two of which were constructed of red brick and the third of reinforced concrete. The tallest of the stacks, rising to a height of about 130 meters, was illuminated by a red light after dark.

b. The ore enriching plant (Obogatitel'naya Fabrika) occupied a 100 x 50 meter building, part of which was

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underground. It had one red brick stack which was approximately 100 meters high.

c. Molybdenum plant (Molibdenovaya Fabrika).

d. The large thermal power station (TETS) was slightly smaller than the ore smelting plant and it had two red brick stacks, each of which was about 100-120 meters high.

4. The Copper Smelting Combine was served by two railroad stations: the Zavodskaya Stantsia for general cargoes and a special station where copper ore was unloaded by the Combine's ore enriching plant. Zavodskaya Stantsia, the larger of the two, was connected to the main railroad station at Balkhash by a 1-1.5 kilometer long spur. From the special ore station, a spur led to two of the mines which supplied the plant with copper ore: the Kounradskiy Rudnik, which was located 18 km north of Balkhash, and the Vostochniy Rudnik, 36 km north of Balkhash. Ore from these mines was shipped in 120-ton freight cars. The Combine also received copper ore from Dzhezkazgan, where the local smelting plant (Dzhezkazganskiy Medo-Plavitel'nyi Kombinat) at Karsakpay [N 47-50, E 66-45] was unable to absorb the entire output of the mines. The ore from Dzhezkazgan was shipped in 60-ton freight cars along the main line to Balkhash. Ore shipments to the Combine arrived throughout the day and night.

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5. The Nonferrous Metals Processing Plant No. 517 had been transferred to Balkhash from Kolchigono [Kolchugino ?, N 56-18, E 39-23], in the vicinity of Moscow, during World War II. At that time it was a military plant [ ] manufacturing shells and rifle ammunition. The following are details on Plant No. 517: 50X1-HUM

a. The plant was located about three kilometers from the center of Balkhash, on either side of the asphalt road leading to the Copper Smelting Combine. It occupied a slightly smaller area than the combine, with most of the plant situated on the right-hand side of the road, coming from town. This part of the plant was surrounded by a brick wall and it adjoined the Locomotive Repair Plant. The part of the plant on the left-hand side of the road was also surrounded by a brick wall.

b. The plant processed pure copper which it received from the local smelting combine, from Magnitogorsk, and from foreign sources. It also processed other nonferrous metals, details on which are lacking. Apart from sheet copper, which was used in the manufacture of other copper products, the plant also produced nonferrous metal alloys, including phosphor-bronze and LS-59 or "Muns", which was used in minting coins. Most

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of the plant's output was intended for export, much of which was flown to China by special aircraft owned jointly by the plant and the Copper Smelting Combine.

c. The plant was composed of 10 or 11 departments (Tsekha). Department No. 2 (Prokatniy Tsekh) produced sheet copper. The plant had only single-story buildings, all of which, however, were very long and wide.

d. The plant obtained its power supply from the Copper Smelting Combine, by means of a transformer station. The Combine's Zavodskaya Stantsia also served this plant.

6. The Canning Combine was a large plant which had been established before World War II. Its produce was marketed throughout the USSR and some was exported to Poland and other countries. The plant was located about six or seven kilometers east of Balkhash on the shores of the lake. It was connected to the town by a dirt track, which led to the local kolkhozes, and by a railroad spur which passed the Zavodskaya Stantsia and continued on to the town's main railroad station. The combine occupied a very large area and included many buildings. The cold storage plant occupied a six-story building, of which two were below ground level.

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7. The town's main railroad station, which served for both passenger and freight traffic on the single track line between Balkhash and Karaganda, was located three kilometers from the town. The station area included some 15 tracks and a single-story station house. Located in the vicinity of the station were six single-story grain elevators (Zagot-Zerno), the Rolling Stock Repair Plant (Vagonnoye Depo), and single or two-story apartment houses for railroad workers. It was planned to transfer the passenger railroad station to the town center, to a site occupied by the Timber Processing Plant (Derevo-Obdelochniy Zavod) of the Construction Trust (Stroitel'nyi Trest). In March 1959, therefore, plans were underway to move the timber plant to a new site some 50 kilometers away; the new site was occupied by the Reinforced Concrete Products Plant (Zhel-Betonnii Zavod), which also belonged to the Construction Trust.

8. The only civilian airfield in the town was located six kilometers from the town center, in the direction of Karaganda. The airfield was situated close to the right-hand side of the dirt track which led from Balkhash to Karaganda. A small airfield, it had no surfaced runways but was used throughout the year by passenger and small freight aircraft. [redacted] a concrete runway for

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TU-104's was about to be constructed at the airfield, but as of March 1959 there were no signs of the work starting.

9. The town's shipyard was made up of a number of small workshops which employed a total of 50 workers. The workshops, which were subordinate to the Copper Smelting Combine, were located close to the small port, the latter consisting of a concrete quay about 25-30 meters long. The workshops repaired the small vessels and barges which sailed on Lake Balkhash; these vessels carried a variety of cargoes, but mainly a white colored ore for the Copper Smelting Combine. For lifting the craft out of the water, the workshops were equipped with two large cranes moving on tracks. The craft were drawn out of the water along a single track to a small, single-story boathouse, which could house only one boat or barge at a time.

10. Balkhash had central water and sewage systems. Its drinking water was obtained from Lake Balkhash through an open, 30 meter-long, concrete canal, which carried the water to a purifying plant near the Copper Smelting Combine's power station. From there the water flowed through underground pipes to Balkhash and Kounradskiy. The power station pumped all the water it needed directly from the open canal.

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11. Buses provided the only public transport facilities within the town. All the streets in Balkhash were asphalt surfaced. The main street and the longest was Prospekt Lenina, while other important thoroughfares were Frunze, Gorkogo, Dzhabbula, Stalina, and Abaya.

12. The following are details on public institutions in Balkhash:

a. A large, five-story building on Stalin Street housed a department store on the groundfloor, the Raysovet and Gorsovet on the second floor, the Gorkompartii and Raykompartii on the third and fourth floors, and the editorial offices of the local newspaper on the fifth floor.

b. The central post and telegraph offices and the telephone exchange occupied a new, three or four-story building on the left-hand side of Stalina Street, coming from the center of town.

c. The State Bank (Gosbank) and the Industrial Bank (Prombank) shared a three-story building on the corner of Gorkogo Street and Prospekt Lenina.

d. The town and rayon KGB offices were located on the right-hand side of Prospekt Lenina, coming from the center of town.

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e. The MVD and militia shared a single-story building in the workers quarter (Tsentrlniy Posiolok), opposite the Copper Smelting Combine.

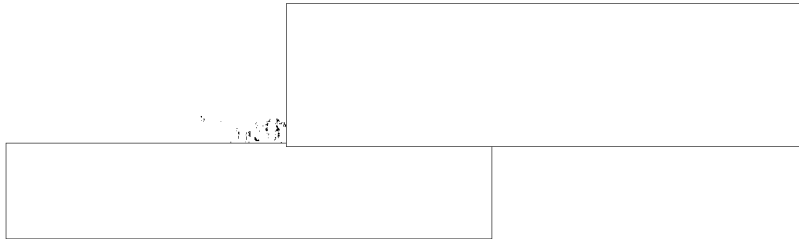
13. Apart from a large MVD unit (Garnizon MVD), there were no military units of any nature in the town. The MVD unit (or units) was commanded by a general, who was permanently quartered in the town. The unit's barracks, which consisted of concrete structures for the men and brick buildings for the officers and their families, were located about seven kilometers from the town, past the Copper Smelting Plant, in the vicinity of Brick Factory No. 2. A large prison camp was located in close proximity to the barracks.

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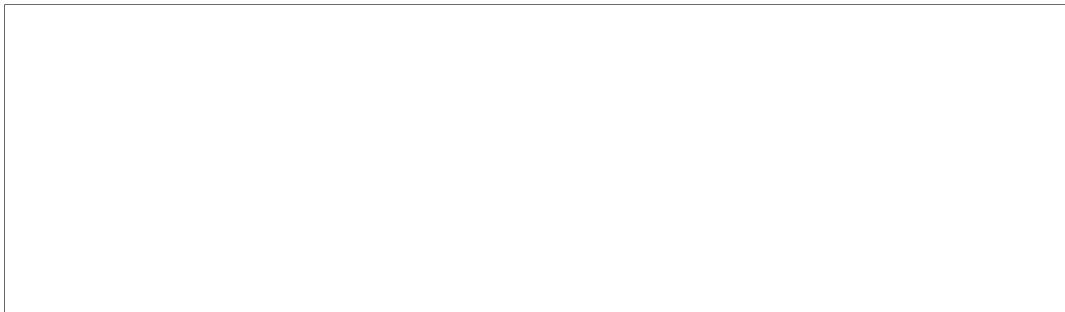
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**COUNTRY:** USSR (Lithuanian SSR)

**SUBJECT:** Sketch Map of Panevezhis

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The following is the legend to the attached sketch-map of  
Panevezhis:

1. Pl. Respublikanskaya
2. Nevezhis River
3. Stoties Street
4. Railroad passenger and freight station
5. Meat products plant (Miasokombinat)
6. Food stores for Panevezhis rayon

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7. Military airfield
8. Railroad bridge
9. A wooden bridge used only by traffic to and from the military airfield. A military guard is maintained on the bridge, which is about 30 meters long, 6-7 meters wide, and 1.5-2 meters above the river.
10. 9-Maya Street
11. Elektros Street
12. Tilto Street
13. A bridge of reinforced concrete, 40 meters long and 6-8 meters wide.
14. Goglya Street
15. Pilies Street
16. Senamestis Street
17. Agronomia Street
18. Janonio Street
19. Sugar refinery
20. Ploshchad Lenina, a boulevard
21. Klaipedos Street
22. Fromo Tezuchio Street
23. Kestucio Street
24. Vilshis Street

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25. Skajstakalnis Street
26. Romigolskaja Street
27. 1-Maya Street
28. Lithuanian church
29. Damosheviciaus Street (formerly Yurgio)
30. Russian cemetery
31. Tilvicio Street
32. Ukmerges Street
33. Soap factory
34. Basanaviciaus Street
35. Vilnius Street
36. Air force headquarters, a former convent
37. A textile plant, under construction since 1956
38. City directorate of the militia
39. City directorate of the MVD and MGB
40. City Military Komendantura
41. Mienas movie theatre
42. Air force headquarters commanded by a general
43. Savings bank (Sberkassa)
44. Officers Club (Dom Ofitsera)

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45. Camp accommodating an air force unit of about battalion strength.
46. Garsas movie theatre
47. City Party committee (Gorkom)
48. State Bank (Gosbank)
49. Municipal clinic
50. Alcohol and yeast plant
51. Brewery
52. City dramatic theatre
53. City prosecutor's offices
54. City military commissariat (Gorvoyenkomat)
55. City cultural club (Klub Kulturi)
56. Lithuanian secondary school
57. Marita Margitas (?) Street
58. City jail
59. Municipal council (Gorsovet)
60. Hotel (hostel ?) for Party members
61. Military garrison hospital
62. City radio broadcasting studio (Radiouzel)
63. Repair shops for V-2 training aircraft and unsurfaced runways, situated in a wood
64. Military camp in the Yasnaya Gorka quarter

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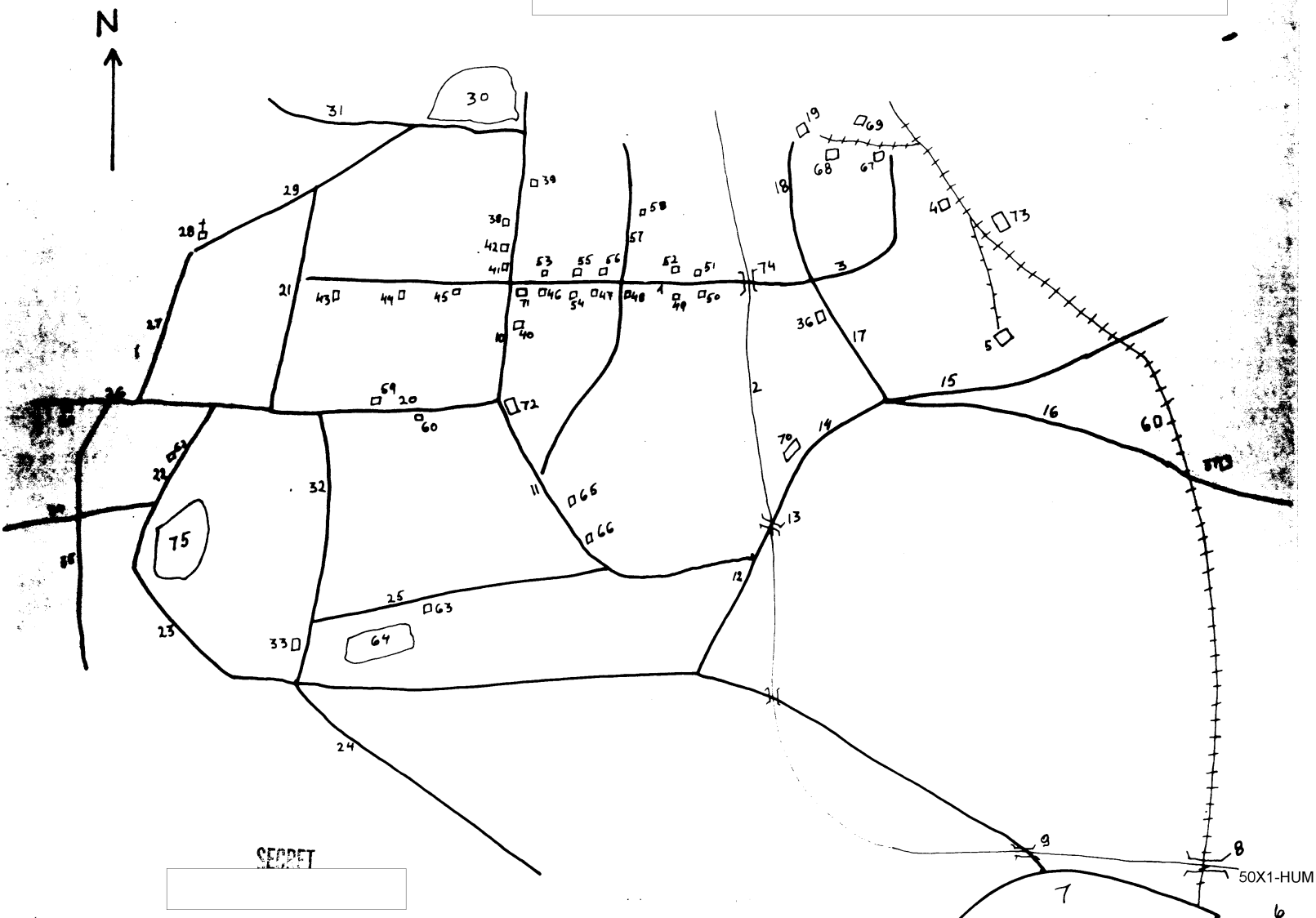
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- 65. Voyentorg shop
- 66. Russian secondary school
- 67. City fuel stores (Neftebaza)
- 68. State granaries (Zagotserno)
- 69. Sovkhoz incubator
- 70. City and rayon hospital
- 71. Rambinas Hotel
- 72. City law courts, notary public's office and office of the lawyers' association
- 73. Railroad workshops
- 74. Reinforced concrete bridge over the river
- 75. Kolkhoz market

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COUNTRY: USSR (Kustanay Oblast)  
SUBJECT: The City of Kustanay

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1. In mid-1957 Kustanay [N53-10, E63-35], an oblast center in the northern part of Kazakhstan, had a population of about 40,000. Before the war, Turgay [N49-38, E63-30] had been the main town of the oblast. The subsequent selection of Kustanay as the oblast center was in part attributable to the facts that Kustanay was situated on the railway line and that the city was inhabited predominantly by Russians. Turgay, on the other hand, had no railway connections and was predominantly Kazakh in character. The Russian flavor of Kustanay was believed more in tune with the development plans for the area, which provided for the settlement there of Soviet experts and technicians.

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2. Kustanay had been developing into a large agricultural center since about 1950, but particularly during more recent years, pursuant to the cultivation of its virgin land. There were a considerable number of sovkhosy in the Kustanay oblast engaged in the cultivation of the extensive lands in the area. During 1955/1956, quite a bit of propaganda was made among the well-established kolkhosy to convert their collectives into state farms.
3. In the summer of 1956, Khrushchev paid a visit to Kustanay, apparently while on an inspection tour of the virgin land. In a public address, he pointed out the great achievements made by the USSR, adding that though the audience was probably tired of hearing these things they had to be repeated, because "we have to work". During a follow-up question and answer period, Khrushchev was asked why the bread was of such poor quality. To this he replied that the problem was well-known and was the result of the watering-down of the flour by the local bakeries, and that it was up to the local authorities to deal with these "rats". In answer to another question concerning the lack of milk in Kustanay, Khrushchev - following a brief interlude during which one of the dignitaries whispered into his ear - replied that

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Kustanay was the center of an agricultural district and as such was not included in the milk distribution program. The supply of milk, he added, had to come from local sources and, if there was a shortage, it was the fault of the local leadership. Another question dealt with the shortage of electric power in Kustanay, to which Khrushchev replied that he could not answer all of the questions which were bothering his listeners, but that they should address them to the local authorities.

4. Zavod No. 514, a light industry plant in Kustanay, manufactured the raw material (shtapel) used in the manufacture of artificial fiber. The factory, which belonged to the All-Union Ministry of Light Industry, was established under the following circumstances: In 1941, military plant No. 507 was transferred from Klin and reestablished in Kustanay as Explosives Factory No. 514. When the war ended in 1945, the equipment of a dismantled German artificial fiber factory was taken to Kustanay and reassembled on the site of Plant No. 514. As a result, the local population continued to refer to the new fiber factory as Zavod No. 514. The plant was under constant expansion and, in 1957, had about 1,000 employees. [redacted] the

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plant could easily be switched back to the production of explosives. Although the factory was under the control of the Ministry of Light Industry, its workers enjoyed the privileges of chemical industry employees and were paid according to the rates prevailing in that industry. They were also members of the chemical workers trade union.

5. An electric power station was located within the grounds of the artificial fiber factory. Since 1952, the station had been undergoing continual enlargement. It had three sets of boilers and used coal dust as fuel. Despite the expansion of the station, there was a shortage of electricity in the town; in the winter particularly there were shortages in the supply of electricity for lighting purposes. Plant No. 514 itself required a considerable amount of power.
6. At a distance of thirty kilometers from Kustanay there was a settlement by the name of Sokolovka, where a large metallurgical combine had been under construction since 1951/1952. This was referred to by the local inhabitants as a second Magnitorsk [sic, possible Magnitogorsk]. Rich iron ore deposits in tremendous quantities had been discovered in the area and, according to existing plans, the combine was to eventually surpass Magnitorsk

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Magnitogorsk ? in size. The ore deposits were close to the surface and were exploited in open cast mining. Sokolovka had been a small village until 1950, since which time it had grown into a town of 20,000 to 25,000 inhabitants. Existing plans called for the merger of Rudniy, Sokolovka, and Kustanay into one large city. The combine was being set up by a construction trust for metallurgical works from Magnitorsk Magnitogorsk ?. The combine and the construction were under the control of the All-Union Ministry of Metallurgical Industry.

7. At Kustanay there was a branch of the military institution responsible for the collection and storage of food reserves. The Kustanay branch had a post office box designation (number unknown). The stores in Kustanay, which contained mostly flour and sugar, were located about one or two kilometers from the railroad station and were connected to the station by a spur line. The site of the warehouse was under semimilitary guard and was enclosed by a barbed-wire fence with watch towers. It adjoined the government grain stores (zagotzerno), and all grain shipments received by the institution were handed over to the government stores. The warehouses for State Reserves were built either of wood or brick. They were attended by local employees who had a considerable number of loading and unloading machinery at their disposal.

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8. Kustanay's development plans provided for the establishment of a food products factory. In 1957, work was begun on the construction of a meta products factory, a spaghetti factory, and a refrigeration plant.
9. The military airfield at Kustanay included a runway for civilian planes, most of which flew routes to remote parts of the province. The military airfield was used mostly by trainers; the appearance of jet aircraft was rare.
10. About two or three kilometers south of Kustanay there was a military camp with an air force regiment and a training school for air force officers.
11. Near the town of Zatobolsk [N53-12, E63-43] there were a number of airfields and a flying school.
12. At Fedorovka [N53-38, E62-42] there was also an airfield and a flying school.
13. The following persons in Kustanay [redacted]
  - a. Popov (fnu), secretary of the town Party committee [redacted]
  - b. Vasilenko (fnu), prosecutor for special affairs on the staff of the Kustanay oblast prosecution

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office, [redacted]

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c. Agrachov (fnu), director of Plant No. 514

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d. Pirozhkov (fnu), director of Plant No. 514  
during the period 1951-1954, [redacted]

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e. Zhansalin (fnu), director of the cadres section  
of Plant No. 514 [redacted]

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f. Senior Lieutenant (St. Leit) Chernishev (fnu),  
operational MVD representative in Kustanay.

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14. Attached is a sketch and legend of Kustanay.

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Legend to Sketch of Kustanay

1. Kustanay railroad station.
2. Government grain stores and reserve food stores.
3. Military camp containing an air force regiment.
4. Kustanay airfield.
5. Railroad to Rudniy.
6. Plant No. 514.
7. Municipal theater.
8. Oblast Party Committee (Obkom).
9. Municipal bakery.
10. Oblast MVD Directorate.
11. Oblast Prosecution Office.
12. Movie Theater.
13. Municipal Water Works.
14. State Bank (Gosbank).
15. Oblast Military Commissariat.
16. Tobol River.
17. Zheleznodorozhnaya Street.
18. Aktyubinskaya Street.
19. Sovetskaya Street.

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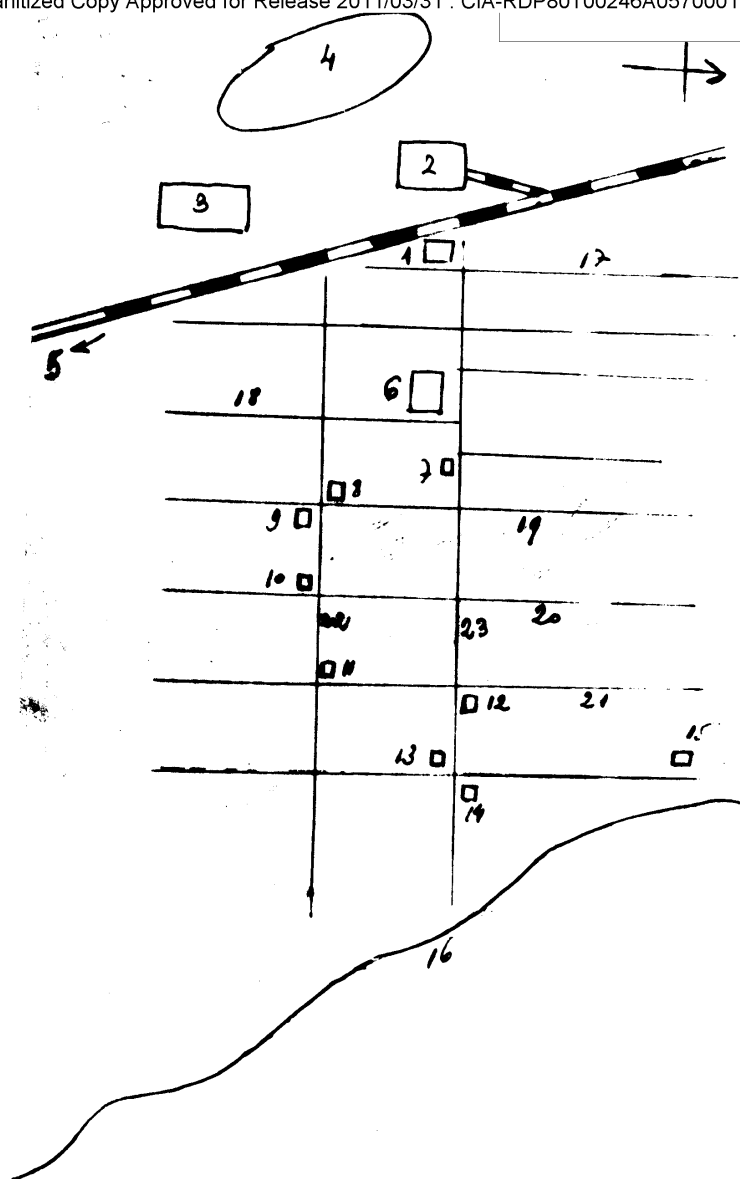
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20. Kalinina Street.
21. Partizanskaya Street.
22. Gogolya Street.
23. Lenina Street.

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COUNTRY: USSR (Belorussian SSR)  
SUBJECT: General Information on Novogrudok

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1. The city of Novogrudok N53-36, E25-507, a rayon center in the Grodno oblast, had a population of about 18,000, of whom 75 percent were Belorussians and 25 percent Russians, Poles, Ukrainians and Tatars. The city lay on the narrow gauge rail line, constructed during World War I, between Novoyelnya and Lyubcha. In 1958, this line was widened by some 9 to 11 cm. to bring it in line with the standard Soviet broad-gauge tracks. All of the town's main streets had been stone-paved by the former Polish administration. There were no asphalt or concrete-surfaced streets.

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Industry

2. Flour Mill No. 15 (Mel-Zavod Nr. 15), located on the right-hand side of Sverdlova when coming from the direction of the town center, had existed under the former Polish regime and had since been enlarged a number of times by the Soviets until its final completion in 1958. The mill operated on electricity; it used about 180 kilowatts per hour and processed about 60 tons of grain during one 8-hour shift. The mill comprised a large, main three-story building, three large single-story warehouses, and a single-story administration building.
3. In 1956, construction was completed on Ovoshcho Sushilniy Zavod, a vegetable dehydrating plant for such vegetables as potatoes, onions and carrots. The plant was located outside the town limits, on the left-hand side of Mitskevicha extended (the road to Novoyelnya) and comprised a number of buildings, including warehouses for the vegetables, some of which stood above ground and some below ground level. It employed about 300 workers and operated only during the fall and winter months. The produce of the plant was sent to the Far North.

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4. Up to 1958, the town had two small power stations, one of which had been constructed by the Poles and the other by the Germans. Neither of these stations was in use in 1958. The one located on Sovetskaya was dismantled and its equipment transferred elsewhere, while the one located on Sabovaya (formerly Komunalnaya), though still standing, served only as a reserve station; it had two 760-HP diesel motors. Since January 1958, Novogrudok had received its electricity from the large thermal power station (TETS) at Lida (no details). In 1957, this station was enlarged and additional motors, amounting to a total of 6,000 HP, were installed. The Lida power station had since supplied electricity to Novogrudok, Korelichy and their surroundings, as well as to Grodno in part. Novogrudok received 1,000 to 1,100 kilowatts per hour from the Lida station by means of a 35-kilovolt high tension cable line, which was erected in 1957. The cable line led through the fields from Lida via the new peat plant (torf zavod), some 10 to 12 kilometers from the town, through the Berezovka workers settlement, where there was a large glassware factory, through Novogrudok and on to Korelichy. During the year preceding the laying of the cable, a high tension line was erected between Lida and Grodno via the Shchuchin rayon center.

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5. The Clothing Factory (Shveytnaya Fabrika) in Novogrudok was situated at two locations: one part, which employed about 400 workers, was located at the beginning of Grodnenskaya (the road leading to Grodno), while the other part was located at the end of Sovetskaya.
6. The town slaughterhouse (myaso-kombinat), which had a daily output of 100 head of cattle, was located at the end of Sovetskaya. The Soviets had added a cold storage plant to the slaughterhouse, which had been in existence for many years. The cold storage plant was located in what was considered the town's industrial area, <sup>in</sup> the vicinity of the lumber processing plant (leso-zavod) and two 50-meter-long, single-story Zagot-Zerno warehouses.

#### Schools

7. Until 1957/1958, Novogrudok was considered a "students town" (Studencheskiy Gorodok). Though there were only two high schools (Desyatiletki) and one "Semiletka", there were six technical schools with a total enrollment of about 3,000 students, 1,000 of whom were at the School for Agricultural Mechanization. Each of the two high schools occupied a two-story

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building: one on Zamkovaya, which taught in Russian; and the other on Krasnaya, which taught in Belorussian. The semiletka occupied a long, single-story building on Lenin Street. The six technical schools were the following:

- a. School of Finance (Finansoviy Tekhnikum).
- b. Training College for Elementary School Teachers (Ped-Uchilishche).
- c. School of Commerce and Economics (Torgovo-Ekonomicheskiiy Tekhnik), located on Mitskevicha where it occupied a large three-story building. Under the former Polish regime, this building had been an apartment house for officials of the voivodship administration.
- d. Nursing School (Med-Uchilishche).
- e. Training School for Lathe Workers, Metal Workers, and Carpenters (Remeslennoye Uchilishche), occupying buildings of a former Polish hospital at the corner of Krasnoarmeyskaya and Mitskevicha. The

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school comprised five or six single-story frame buildings on Mitskevicha at the corner of Komsomolskaya, and a three-story stone building at 3 Krasnoarmeyskaya, the latter serving as a hostel for the students. The school's administrative offices were located in a single-story building at 5 Krasnoarmeyskaya.

- f. Agricultural Mechanization School (Shkola Mekhanizatsii Selskogo Khozyaystva), for training tractor and combine drivers and mechanics. The school was located at 70 (?) Minskaya, where it occupied three buildings: a main, three-story structure which had served as a district courthouse under the Polish regime; a two-story building which served as a hostel for part of the teaching staff; and a single-story building which was used as a garage and workshop.

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8. In 1957/1958, some of the above technical schools began to be transferred to other towns. In 1957, the school of finance was transferred to Minsk and, in 1958, the nursing school was transferred to Baranovichi and the transfer of the teachers training college to Borisovo was started. The other schools remained in Novogrudok, but further transfers were expected. The reason for the transfers was not known.

Military

9. The only military camp (voyenny gorodok) in Novogrudok was that located opposite the dehydration plant, about 2.5 or 3 kilometers from Pl. Lenina on Mitskevicha extended. It was about 50 to 100 meters from the outskirts of Skridievo village. The construction of the camp was started by the Poles but completed by the Soviets in 1940/1941. The rear of the camp was bordered by a carefully guarded forest, which was closed to civilians. The local inhabitants were convinced that it contained military stores (?). The camp itself occupied an extensive area surrounded by a high board fence; a number of standard two-story, red brick buildings were visible within the camp. The camp proving grounds (poligon) were located in the sand dunes on the way to Lida, about 10 or 12 kilometers from Novogrudok.

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10. The military camp was occupied by a field artillery and an infantry regiment. Until 1957/1958, a medical unit (med-san-bat) was also stationed there, but it was transferred to Brest and replaced by another, unspecified unit. Among the camp's senior officers were a number of colonels; there were no higher ranks. There were generals at the camp's headquarters in Lida, which was apparently a divisional headquarters.

Public Institutions and Utilities

11. The Rayispolkom and Gorsovet shared a two-story building on Mitskevicha, at the corner of Komsomolskaya. Under the former Polish administration, the site had been the seat of the voivodship directorate (wojewodztwo).
12. The Raykompartii occupied a two-story building in close proximity to the Rayispolkom and Gorsovet. This building had been the private residence of the head of the voivodship directorate under the Polish regime.
13. The District Militia Directorate (Ray-Militsya) and the two "Pasportniy Stol" were located on Mitskevicha, opposite the Rayispolkom building.

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14. The District KGB Directorate occupied a detached, single-story building at the beginning of 1-go Maya Street.
15. The District Gosbank branch occupied a two-story building on Mitskevicha, opposite the Rayispolkom.
16. The post and telegraph office and the telephone exchange occupied the former two-story Polish post office building, on Pochtovaya near Pl. Lenina.
17. A new district hospital had been under construction for a number of years on Zheleznodorozhnaya. It reportedly will contain about 500 beds, about 300 in the main building alone. In early 1959, the hospital's buildings were ready for occupancy (exact location and description unknown), but only the contagious diseases ward had actually been opened.
18. In 1957, the installation of a central town water supply system was begun. The pipes were still being laid in the main streets in early 1959, but the central water tower, located on Minskaya in the vicinity of Pl. Lenina, had been completed. The town had no central sewage system.
19. Attached is a sketch of the street layout of Novogradok, with legend.

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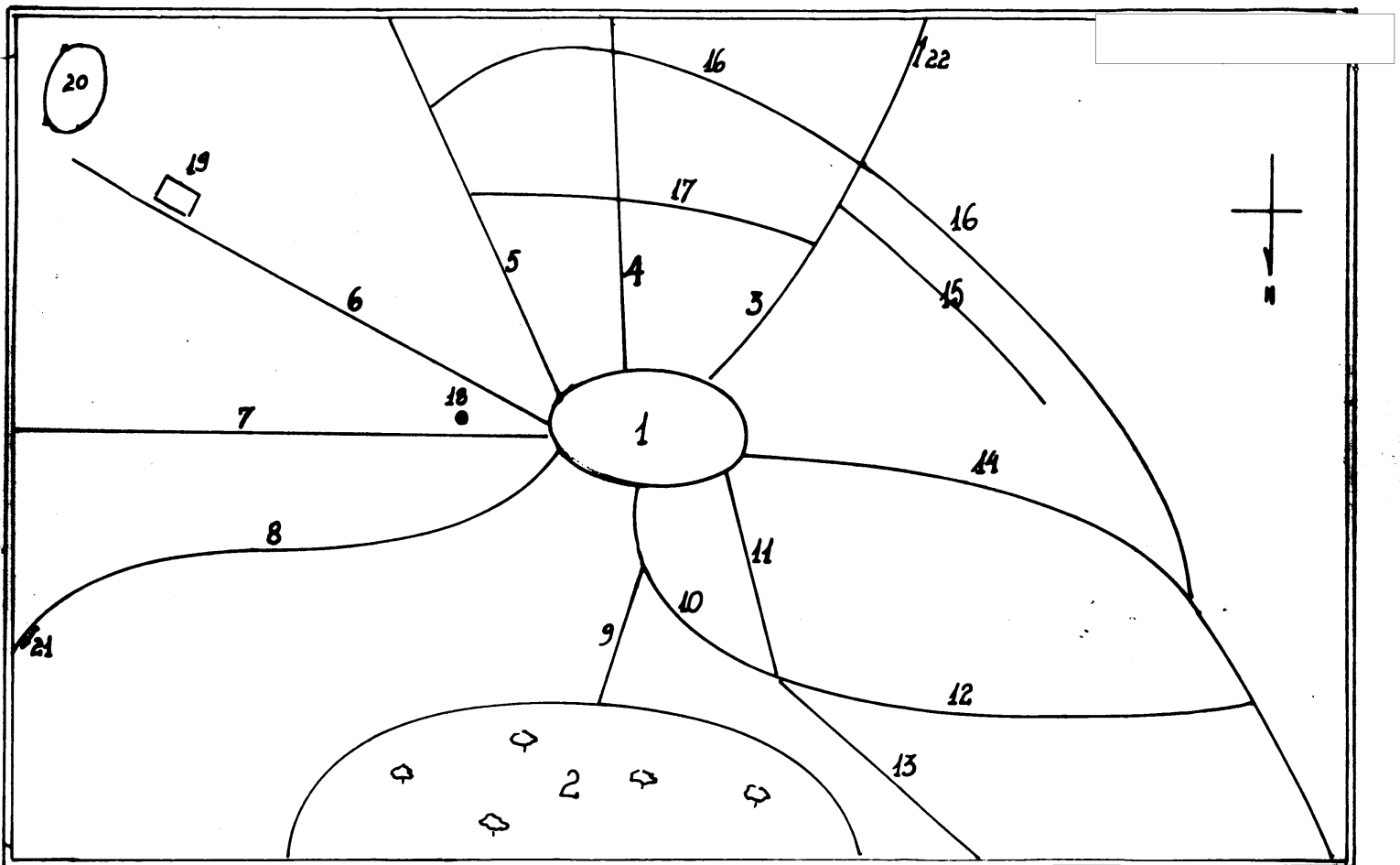
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Legend (Items 1,3,4,5,7,8, and 12 below were main streets)

1. Ploshchad Lenina (town center) (formerly Rynek).
2. Central town park.
3. Ul. Mitskevicha (formerly ul. Slonimska), led to Novoyelnya.
4. Ul. Sovetskaya (formerly ul. Koscielna).
5. Ul. Lenina (formerly ul. Pilsudskiego), led to Baranovichi.
6. Ul. Sverdlova.
7. Ul. Minskaya (formerly ul. Karelska), led to Minsk.
8. Ul. 1-go Maya (formerly ul. 3-go Maya).
9. Ul. Maliy Zamok.
10. Ul. Zankovaya.
11. Ul. Pochtovaya.
12. Ul. Chapayeva (formerly ul. Bazyljanska).
13. Ul. Krasnaya.
14. Ul. Grodnenskaya.
15. Ul. Krasnoarmeyeskaya.
16. Ul. Zheleznodorozhnaya.
17. Ul. Komsomolskaya.
18. Central water tower.
19. Flour Mill No. 15
20. Stadium.
21. To Lyubcha.
22. To Novoyelnya.

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**COUNTRY:** USSR (Ukrainian SSR)

**SUBJECT:** Miscellaneous Information on Stanislav

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1. The city of Stanislav [N 48-56, E 24-43] had suffered no damage in World War II. Although the town railroad station was, therefore, intact after the war, it was nevertheless decided to rebuild the passenger station, enlarging it to a three-story building. Waiting rooms, ticket offices, baggage rooms, and two restaurants occupied the first two floors, and the railroad offices and railroad workers court were located on the third. The Stanislav freight station was located opposite the passenger station, on the

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other side of the railroad tracks. The station's loading and unloading area was known as "Rampa". The freight station was surrounded by warehouses, which were stocked with coal and other fuels. The freight which was shipped from Stanislav mainly comprised local industrial products, such as alcohol, leather, shoes, and cotton. The freight station area also contained military food stores which, according to rumor, were stocked with emergency ration supplies (Spets Zapas). The stocks in these stores were renewed every few months and the old stocks were issued for current consumption.

2. Streets whose former Polish names were changed by the Soviets include the following:

<u>New Name</u>	<u>Old Name</u>
Pushkinskaya	Gotuchowskiego
Dzerzhinskoye	Kazimierzowska
Dadudina	Zosina Wola
Chapayeva	Sobieskiego
Radianskaya	Sapiezynska
Pervovo Maja	3-go Maja
Stalinskoy Divizyi	Legjonow

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<u>New Name</u>	<u>Old Name</u>
Chervonoarmeyska	Lipowa
Stalinskoy Constitutsii	Kaminskiego
Volochinetska	Wolczyniecka
Vokzalnaya	Kolejowa
Mayora Garkuszi	Romanowskiego
Bilinskovo	Bilinskiego
Galitskaya	Halicka

3. Explosives stores were located three kilometers from Stanislaw, between the villages of Yamnitsa [N 48-59, E 24-42] and Pasechna [N 48-56, E 24-41], on the road to Galich [N 49-07, E 24-44]. During the former Polish rule, these stores belonged to the Polish Army and were known as "Prochownia". The stores, which had been constructed underground, were enlarged by the Soviets, who also enlarged the surrounding security area. No further details were known.

4. The area of Stanislaw's civilian airfield began in the vicinity of the slaughterhouse, at the southwestern end of town. A road branching east off Pushkinskaya Street led in the direction

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of the civilian airfield but was blocked by the military airfield, which was actually an extension of the former. (This road had continued on to Opryshovtse [N 48-53, E 24-42], but after the building of the military airfield, the village was reached through Dadudina Street.) The passenger station of the civilian airport occupied an old, two-story building at the entrance to the field. A ticket office, waiting room, and restaurant were located on the ground floor, and the second floor was occupied by the airport offices. The airfield, which was surrounded by a wire fence, had some runways which were concrete-surfaced for large aircraft, and some which were unsurfaced for use by light aircraft operating on short routes within the oblast. From the Stanislav field there were regular flights to all the large Ukrainian cities, including Lvov, Ternopol, Kamenets Podolskiy, Kiev, and Chernovitsy. In addition there was a service of Douglas-type aircraft between Stanislav and Moscow, via Kiev. For some years Stanislav has been the center of an independent economic area (Stanislavskiy Ekonomicheskiy Rayon) and because of this, air traffic between the various towns and settlements in the area has become increasingly important. Air fares were recently lowered and rumor had it that interurban flights were

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to become even cheaper, in order to ease traffic on the overcrowded roads. Tickets could be purchased in advance at a special town booking office and also at the airfield itself. Apart from holiday times, tickets could usually be obtained at the airfield shortly before the flight. There was no check at the entrance to the airfield and, possibly because Stanislav was only an internal airport and had no international traffic, there appeared to be no police surveillance of any nature on the many travelers. Before the take-off, the passengers congregated at the exit to the runway and were escorted to the aircraft by a steward or the pilot himself.

5. The military airfield was located 0.5 km from the civilian airfield, and, as stated above, was actually a continuation of the latter. Large hangars, which served as aircraft repair workshops, could be seen within the military airfield area. Some of the hangars had been constructed during the Polish regime prior to 1934, whereas others were constructed during the postwar period.

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a concrete-surfaced jet aircraft runway had recently been constructed and a jet aircraft regiment (Reaktivniy Polk) had been stationed at the field since late 1956. The entire airfield was maintained by an air force division, whose headquarters and personnel

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were billeted on the site of a former Polish military prison  
(Wojskowe Wiezienie Karne). No further details were available.

6. Col. Bondarenko (fm) had been commanding officer of the  
jet aircraft regiment stationed at the Stanislaw military airfield  
since late 1956.

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**COUNTRY:**

USSR (Lithuanian SSR)

**SUBJECT:**

The City of Shyaulyay (Shyaulyay)

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- .. In early 1959, Shyaulyay ranked the fourth largest city in the Lithuanian SSR, outnumbered only by Vilnius, Kaunas, and Klaypeda. It had a population of about 100,000, representing an increase of about 70,000 over the prewar figure. For the most part, the growth of Shyaulyay was ascribed to its industrial expansion.
2. Several years ago, a new bicycle factory (Velosipedniy Zavod) was established in the city and had since become one of the town's largest industrial enterprises. It reportedly employed about 2,000 workers in three shifts. The plant was located on the left side of the road from Shyaulyay to Sovetsk, in the southern part of town, where it occupied a large area enclosed by a brick wall (no details on plant description, names of streets, etc.).

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3. The leather goods factory in Shyaulyay which before the war had been owned by Frenkel (fnu) was expanded after the war into a large combine, known as Elnias. It was reported that the factory had employed about 1,000 persons before the war and, in 1959, employed close to 2,000. The factory was located in the eastern part of the city, on the right side of the road leading from the center of town to a large military airfield. It consisted of a number of four-and-five-story buildings and was still in the process of expansion. In addition to tanning leather, the factory manufactured footwear.
4. Another leather goods factory in Shyaulyay, one formerly owned by the Nurok family, had also been enlarged and, in 1959, was designated Stumbras. Situated in the northern part of town on the road to Riga, this factory manufactured felt boots (valenki) along with its tanning operations.
5. The Gubernia Brewery, so-called since before the war, was located northwest of the town center (street name unknown). It too had been greatly enlarged.
6. On the same street as the brewery, but opposite it and further west, there was a large grain elevator. A railroad siding led to the elevator, which predated the war but had been enlarged.

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7. A large Meat Products Combine (Miasokombinat) was located about two kilometers further west on the same road as the brewery and grain elevator. It had developed from a prewar slaughterhouse.
8. The electric power station, which also predated the war, was located about seven kilometers northeast of the city, on Lake Rekiva. The station had been enlarged and used peat as fuel (no further details).
9. A large military airfield was located about five kilometers northeast of the town center, to the left of the road leading to the power station. The airfield, which predated the war, was first enlarged by the Germans. The Soviets further expanded the field after the war and, in 1959, expansion was still going on. A large housing project (avio-gorodok) was set up after the war near the airfield, on the way to town, and consisted of hundreds of residential buildings for air force personnel and their families. Thousands of air force personnel lived in the camp, while others had private quarters in town. No details on the airfield or on aircraft based there were known, but jet planes were constantly seen flying over the city.

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10. There was also a military camp (voenniy gorodok) between the grain elevator and the brewery on one side, and the meat combine on the other. In 1959, this camp was inhabited only by officers and their families; no enlisted men were living there. The officers quartered at this camp wore black shoulderboards and a black stripe on their caps (no details).
11. The railroad station consisted of a small, single-story building and about ten pairs of tracks. About 150-200 meters from the passenger terminal there was the freight station, which consisted of warehouses and numerous tracks for shunting. The entire station was almost completely destroyed during the war but was later rebuilt, though not enlarged.
12. The state bank (Gosbank) in Shyaulay was located in a two-story building at the corner of Kapsukas and Melnikaites. The corner was also the site of a fine, prewar building containing the main post office, the telegraph office, and the telephone exchange. Further west, on the same side of the street as the state bank, there was a four-story building containing the offices of the MVD and the KGB. The town council (Gorsoviet) was located in a three-or-four-story building on Pirmoi Geguze (the former Darius Gerena). Locations of other public institutions were not known.

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13. Vilniaus and Lenin (formerly Tilzes) were the two principal streets in Shyaulyay. Vilniaus crossed the city from east to west, Lenin from north to south. The point where the two streets met formed the center of town. Other important streets in the city were Komunarų (formerly Varpo) and Melnikaites (formerly Dvaro), which ran parallel to Lenin, and Kapsukas (formerly Ausros Aleja), which ran parallel to Vilniaus (no details on other streets).
14. Public transportation in Shyaulyay consisted of buses and taxis. There were the following five bus lines:
  - a. One line ran from the meat combine to the military airfield via the center of town. On this line there was a bus every few minutes.
  - b. One line ran from the airfield to the power station, at 40-minute intervals.
  - c. One line had one terminal at the Stumbras Factory and the other at the Bicycle Factory running by way of the center of town, with frequent service.

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- d. One line ran from the municipal market in the center of town to the Bicycle Factory.
- e. One line ran from the municipal market to the Pabalei quarter.

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**COUNTRY:** USSR (Leningrad Oblast)  
**SUBJECT:** Construction of Apartment House for Scientists  
in Leningrad

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1. A large forced labor camp, in existence since 1945, was located about 30 kilometers from Leningrad at the Metal-Stroy railroad station, on the Moscow-Leningrad line. This camp, whose inmates were employed in the construction of the large Metal-Stroy industrial plant, had a number of branches in Leningrad proper. One of these branches, [REDACTED] was located on Prospekt Lenina, where it was engaged in the construction of a special apartment house for scientists.

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2. The 300 prisoners of the [REDACTED] camp began construction on

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the special apartment house in 1952, on behalf of an MVD construction concern based in Leningrad [REDACTED]. Their camp, located on the corner of Albuminnaya Street, occupied a courtyard 150 x 100 meters in size which was surrounded by a barbed wire fence. Serving as billets were five wooden huts which, until the arrival of the prisoners, had been occupied by a military labor unit.

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3. The building site was located between the large milk products plant (Molochniy Zavod) and a municipal trolley stop. The entire area was surrounded by a board fence which, on the side facing Prospekt Stalina, virtually encompassed the pavement. When the prisoners arrived at the site, the foundations and skeleton frame of a single-story building had already been built. (This construction had allegedly been done 20 years previously and then abandoned.) The prisoners were put to work constructing the upper stories of the building. They were forbidden access to the lower regions where free hired workers were said to be constructing laboratories.

4. Construction work was finished in 1955. The completed building, part of which had five stories and part six stories, was approximately 155 meters long and 10-12 meters wide. It contained 110 two- and three-room apartments with separate kitchens and

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bathrooms, four staircases, and four elevators. The outer walls of the building were surfaced with yellow plaster to which gold colored marble chips had been added.

5. By 1956 the entire building was occupied.

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the apartments were occupied by important scientists (professors, engineers and constructors) who were employed in secret military plants and institutions. In 1956 a pharmacy, furniture workshop and hatter's shop were occupying the ground floor of the building, and a garage had been constructed in the courtyard.

6. Upon completion of the building in 1955, the prisoners employed in its construction were transferred to other camps.

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